

BUSINESS JET MODEL/MARKET SUMMARY

QUICK REFERENCE GUIDE



"At Duncan Aviation, they have high quality people with high standards and excellent work ethic. Their aircraft sales team in particular is helpful, honest and up-front whether you are buying or selling."

Franklin Graham, Samaritan's Purse



WHAT IS THE MODEL/MARKET SUMMARY?

When acquiring or upgrading a business aircraft, selecting the right make/model is one of your most important decisions. Duncan Aviation's Aircraft Sales and Acquisitions team can help you narrow your selection with the use of a comprehensive and up-to-date Model/Market Summary. The summary data is compiled for the light jet, mid-size jet and long-range jet categories. And the team regularly updates the data in these lists with the latest market intelligence on business aircraft models in operation today and how they compare to others in the same size category.

The Model/Market Summary is sorted by the seats-full range for aircraft built in the last decade. It displays one-line descriptions detailing several attributes, including the following:

- Years Produced. The range of years the model was in production.
- Vref Price Range. The current marketing value according to the Vref - Aircraft Value Reference.
- Variable Cost / Hour. The estimated cost to operate the aircraft at full capacity.
- Normal Cruise Speed.
- Total Baggage Volume / Cabin Volume / Length / Height.
- Cabin Seats. The typical number of available seats expected on the aircraft.
- Expected Avionics. The expected avionics found in the Flightdeck.
- NBAA IFR Range-Seats Full. The list is sorted by this, the flight range in kilometers with all seats full.
- NBAA IFR Range Ferry. Flight range in kilometers with no passengers.
- Payload with Fuel Full. In kilograms.
- Average Fuel Burn. In liters per hour.

The data in this summary is a good starting point when considering your first aircraft or your next upgrade. All the data in these reports comes from Conklin & de Decker aviation information, the aircraft manufacturers' preliminary data and Vref valuations.

To access the most recent Model/Market Summary, visit www.DuncanAviation.aero/aircraftsales or call one of our aircraft acquisitions representatives.

Making A Quick Reference Tool

Aircraft Sales first developed the Model/Market Summary when a client called asking for advice about upgrading his light business jet to one that had a little more payload and range. Our aircraft sales team wanted to make the process of narrowing down the search as easy as possible, so in the days leading up to their meeting, they created a listing of every model in the light jet category, taking care to detail several attributes. Through a process of simple elimination, the sales team and customer identified an aircraft model to investigate further. They closed on an available one just one month later. Seeing how much easier this tool made the identification of the most appropriate model of aircraft for the specific needs of the client, the team has since honed the information and expanded it to other size categories. Now, they publish it quarterly.

MEET YOUR TEAM



Leah Alexander grew up in business aviation and began working in the industry over 20 years ago. She brings a combination of market analysis and business development expertise as well as experience with aviation management and consulting to her role at Duncan Aviation. She previously served as an analyst for the aircraft sales and acquisitions team, held a management position at Vertiport Chicago, and was principal of Business Aviation Insights prior to joining Duncan Aviation.



Tim Barber is Duncan Aviation's Aircraft Sales and Acquisitions Representative in Europe, the Middle East and Africa. He has been in aircraft sales for 10 years. He was the driving force behind the establishment of JetBrokers Europe and oversaw its operational merger with JetBrokers Inc. He has also held directorships with businesses listed on the Financial Times Stock Exchange (FTSE) and the Alternative Investment Market (AIM).



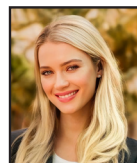
Rene Cardona has been working in aircraft sales since 1980. In 1988, he joined Duncan Aviation's Aircraft Sales and Acquisitions team. His brokerage experience, understanding of the intricacies present in the pre-owned aircraft market and desire to work hard have served him well. And his ability to speak Spanish, Portuguese and English has helped clients expand their market.



Ryan Huss assumed his current role as Vice President of Sales and became a member of Duncan Aviation's SMT in 2020. Previously, he managed sales for Airframe and Engine Services for the Lincoln, Nebraska, facility. Ryan started his career with Duncan Aviation in 2001 as an Airframe Mechanic and was quickly promoted to leadership positions. Prior to joining Duncan Aviation, Ryan served in the U.S. Air Force and is a licensed A&P mechanic. He enjoys working with customers, building relationships with them, and providing them knowledgeable options for their aircraft and flight departments.



Meghan Knott recently joined Duncan Aviation's Aircraft Sales & Acquisitions team as a market research analyst. In this role, she provides support to the team by focusing on collecting expedient and accurate data, analytics, and insights on current aircraft markets for their clientele. Meghan has been an aviation professional for over 6 years, and has experience as an aviation maintenance administrator, analyst, and project manager.



Maria Maruna brings over 14 years of global aviation experience to her role on Duncan Aviation's Aircraft Sales & Acquisitions team. Her career spans MRO sales, completions, and international business development, with a strong emphasis on high-level client relationships and cross-border transactions. Fluent in English, Russian, and German, Maria has held key leadership positions throughout the industry and excels at navigating international negotiations and providing exceptional customer support.



Ann Pollard is a skilled aviation professional with 30+ years of diverse experience. Before joining Duncan Aviation in September of 2021, Ann held the positions of Vice President/Director of Sales & Acquisitions, Director of Charter and Managed Aircraft Accounts, Airport Manager, and FBO/Operations Manager at Shoreline Aviation. Ann has her FAA Private Pilot's License and MA Airport Manager License. She has extensive experience with complex aircraft transactions, aircraft management relationships, and development/oversight of completion projects, inspections, and avionics/cabin upgrades.



Doug Roth offers almost 40 years of aviation experience. After starting his career as an avionics technician, he honed his skills in evaluating and purchasing aircraft while providing management, brokerage, acquisition and pilot services for his own company before joining Duncan Aviation in 1994. He also holds an ATP pilot certificate with Learjet, Citation 500, CitationJet and DC-3 type ratings.



Robert Suarez began his career at Duncan Aviation in 2016 and has since attained significant experience in several capacities within the company. Robert acquired his Private Pilot's License in 2019, is IFR rated and is working toward his Seaplane Rating. He has logged more than 250 flight hours. Robert joined the Aircraft Sales team as a Market Research Analyst in 2021, tracking core business aircraft markets, creating marketing campaigns, and assisting in the consignment, acquisition, and sale of aircraft. In 2023, Robert transitioned to a full-time Aircraft Broker.



Rebekah Williams has been a member of the Duncan Aviation team for over 7 years. As a market research analyst with the aircraft sales and acquisitions team, Williams is responsible for market research in core aircraft segments including market summaries, aircraft valuations, sales analyses, and operational and maintenance cost projections while developing industry relationships with aircraft brokers and contacts.

Light Jet Model/Market Summary

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1 402.475.2611

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Aircraft Models	Years Produced	Vref Price Range USD (000)	Total Variable Cost/Hour (USD)	Normal Cruise Speed (k/ph)	Total Baggage Volume (cbm)	Total Cabin Volume (cbm)	Cabin Length (m)	Cabin Width (m)	Cabin Height (m)	Typical Cabin Seats	Avionics	NBAA IFR Range- Seats Full (km)	NBAA IFR Range- Ferry No Pax (km)	Payload with Max Fuel (kg)	Avg Fuel Burn (ltrs/hr)
Honda Jet ELITE	2019 - 2024	\$3,366 - \$6,950	\$1,676	765	1.87	TBD	3.69	1.52	1.49	5	Garmin 3000, 3T, 14.1"	946	3058	216	466
Eclipse 500	2006 - 2008	\$853 - \$985	\$1,510	683	0.45	3.09	2.32	1.42	1.27	3	Avidyne/S&S ISAS/AvioNG	1063	1785	228	276
Eclipse 550	2013 - 2017	\$1,707 - \$2,364	\$1,510	683	0.45	3.09	2.32	1.42	1.27	3	ISAS	1063	1785	228	276
Citation M2	2013 - Present	\$2,809- \$5,781	\$1,808	702	1.30	5.69	3.35	1.47	1.45	6	Garmin 3000 3T 14.1"	1285	2556	229	492
Citation Mustang	2007 - 2017	\$1,601- \$2,936	\$1,695	630	1.78	4.62	2.97	1.40	1.37	4	Garmin 1000	1330	1982	272	329
Citation 525 CJ1	2000 - 2005	\$1,646 - \$2,089	\$1,830	706	1.67	5.69	3.35	1.47	1.45	5	ProLine 21, 2T, 3T opt	1435	2150	195	492
Honda Jet HA-420	2015 - 2018	\$2,273 - \$3,182	\$1,663	782	1.87	TBD	3.69	1.52	1.46	5	Garmin 3000, 3T, 14.1"	1467	2200	252	466
Beech Premier 1	2001 - 2005	\$1,116 - \$1,674	\$2,210	789	2.21	8.07	4.15	1.68	1.65	6	ProLine 21, 3T	1574	2482	188	583
Beech Premier 1A	2006 - 2012	\$1,870 - \$2,556	\$2,210	789	2.21	8.07	4.15	1.68	1.65	6	ProLine 21, 3T	1574	2482	145	583
Citation 525 CJ1+	2005 - 2011	\$2,260 - \$2,930	\$1,851	720	1.27	5.69	3.35	1.47	1.45	5	ProLine 21, 3T, C&W, 10X8"	1658	2306	247	553
Embraer Phenom 100	2008 - 2024	\$1,725- \$4,495	\$1,827	687	1.98	6.00	3.35	1.55	1.50	5	Garmin 1000 Prodigy	1695	2300	263	401
Citation 525A CJ2	2000 - 2005	\$2,424 - \$3,201	\$1,913	765	2.10	7.02	4.14	1.47	1.45	6	ProLine 21, 2T,3T opt, 10X8"	1991	2834	303	515
Beech 400XP	2004 - 2010	\$1,506 - \$2,260	\$3,064	833	1.59	8.64	4.75	1.50	1.45	8	ProLine 4	2185	2813	274	810
Citation 525A CJ2+	2006 - 2014	\$3,579 - \$5,094	\$2,024	765	1.84	7.02	4.14	1.47	1.45	6	ProLine 21, 3T, C&W	2211	3011	324	583
Learjet 31	1988 - 1991	\$542 - \$688	\$3,102	817	0.85	7.96	3.93	1.51	1.33	6	Bendix King	2243	2476	110	738
Learjet 31A	1991 - 2002	\$709 - \$1,086	\$3,104	817	1.13	7.96	3.93	1.51	1.33	6	Bendix King	2243	2476	850	738
Citation Bravo	1997 - 2006	\$1,678 - \$2,914	\$2,582	750	2.10	8.27	4.80	1.46	1.43	7	Primus 1000	2389	3185	347	625
Citation 525B CJ3	2004 - 2015	\$4,102 - \$5,973	\$1,995	748	1.84	8.10	4.78	1.47	1.45	6	ProLine 21,C&W, Garmin 3000	2565	3517	263	628
Citation CJ3+	2014 - Present	\$6,503 - \$10,206	\$1,975	748	1.84	8.10	4.78	1.47	1.45	6	ProLine 21,C&W, Garmin 3000	2611	3526	281	628
Citation Encore	2000 - 2006	\$2,410 - \$3,260	\$2,767	796	2.01	8.89	5.28	1.47	1.45	7	Primus 1000	2611	3215	411	750
Lear 45	1998 - 2006	\$1,575 - \$3,150	\$3,603	807	1.84	11.75	6.02	1.56	1.50	8	Primus 1000	2635	3645	362	750
Citation Encore+	2007 - 2011	\$3,973 - \$5,247	\$2,768	796	2.01	8.89	5.28	1.47	1.45	7	ProLine 21, 3T, 10X8"	2767	3319	531	750
Pilatus PC-24	2018 - Present	\$9,060- \$11,858	\$2,255	815	2.55	14.19	7.01	1.70	1.55	6	Pilatus A.C.E.S., 4T	2824	3611	325	833
Lear 40	2004 - 2007	\$1,579 - \$2,154	\$3,521	807	1.84	10.45	5.39	1.56	1.50	6	Primus 1000	2913	3161	684	757
Citation 525C CJ4	2010 - Present	\$5,870 - \$11,499	\$2,387	841	2.18	8.30	5.27	1.47	1.45	7	ProLine 21, 4T, C&W	3087	3687	477	765
Lear 45XR	2003 - 2012	\$2,577 - \$4,764	\$3,743	807	1.84	11.75	6.02	1.56	1.50	8	Primus 1000	3121	3587	709	829
Lear 40XR	2005 - 2012	\$1,827 - \$3,987	\$3,743	807	1.84	10.45	5.39	1.56	1.50	6	Primus 1000	3293	3630	562	821
Lear 75	2013 - 2022	\$5,131 - \$10,344	\$3,387	807	1.84	11.75	6.02	1.56	1.50	8	Garmin 5000 Vision	3343	3700	816	810
Embraer Phenom 300	2010 - Present	\$5,867-\$12,307	\$2,507	796	2.41	9.17	5.23	1.55	1.50	7	Garmin 1000 Prodigy	3354	3847	617	640
Lear 70	2013 - 2017	\$3,647 - \$5,266	\$3,276	807	1.84	10.45	5.39	1.56	1.50	6	Garmin 5000 Vision	3424	3704	895	799

Fuel Cost based on \$5.71 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.

Midsize Jet Model/Market Summary

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Aircraft Models	Years Produced	Vref Price Range USD (000)	Total Variable Cost/Hour (USD)	Normal Cruise Speed (k/ph)	Total Baggage Volume (cbm)	Total Cabin Volume (cbm)	Cabin Length (m)	Cabin Width (m)	Cabin Height (m)	Typical Cabin Seats	Avionics	NBAA IFR Range- Seats Full (km)	NBAA IFR Range- Ferry No Pax (km)	Payload with Max Fuel (kg)	Avg Fuel Burn (ltrs/hr)
Citation Excel	1998 - 2004	\$2,781 - \$3,894	\$3,296	802	2.55	11.95	18.5	1.68	1.74	7	Primus 1000, 3T, 8X7"	2684	3406	435	912
Citation XLS+	2008 - Present	\$5,946 - \$15,629	\$3,181	815	2.55	11.95	18.5	1.68	1.74	8	Primus 1000, 3T, 10X8" CDS	2830	3660	390	871
Citation XLS	2004 - 2009	\$4,389 - \$5,804	\$3,181	802	2.55	11.95	18.5	1.68	1.74	8	ProLine 21, 4T, C&W, 10X8"	2850	3684	390	874
Citation VII	1992 - 2000	\$1,316 - \$2,322	\$3,864	837	1.53	11.95	18.4	1.68	1.74	7	Honeywell SPZ-8000	3135	3378	460	1052
Learjet 60XR	2007 - 2013	\$3,050 - \$4,463	\$3,644	807	1.36	12.66	17.67	1.80	1.75	7	ProLine 21, 4T, C&W, 10X8"	3785	4441	428	810
Hawker 750	2008 - 2011	\$2,002 - \$2,602	\$4,213	796	2.24	15.60	21.3	1.83	1.75	8	ProLine 21, 4T, C&W, 10X8"	3797	4074	998	1064
Learjet 60/SE	1993 - 2007	\$999 - \$2,436	\$3,751	807	1.36	12.66	17.67	1.80	1.74	7	ProLine 4, 4T, 8X7"	4048	4478	484	874
Gulfstream Astra/SP	1986 - 1995	\$605 - \$1,137	\$3,281	830	1.81	8.61	17.1	1.45	1.71	7	Dual Collins EFIS-86, Pro Line II, 5T	4315	5149	932	878
Gulfstream Astra SPX	1996 - 2001	\$1,297 - \$1,946	\$3,281	830	1.81	8.61	17.1	1.45	1.71	7	ProLine 4	4315	5149	932	750
Hawker 800A	1984 - 1995	\$546 - \$1,026	\$3,924	795	1.36	15.60	21.3	1.83	1.75	8	Honeywell Primus II, ProLine II, 5T	4426	4760	689	954
Citation Latitude	2015 - Present	\$13,578 - \$19,379	\$4,158	795	3.60	16.62	21.75	1.96	1.83	9	Garmin 5000, 3T, 14"	4547	5315	454	1147
Hawker 800XP	1995 - 2005	\$1,536 - \$2,513	\$4,215	796	1.36	15.60	21.3	1.83	1.75	8	EFIS-86, SPZ-8000, ProLine 21	4574	4852	794	1064
Hawker 800XPI	2005 - 2007	\$2,712 - \$3,040	\$4,215	796	1.36	15.60	21.3	1.83	1.75	8	Collins Pro Line 21	4574	4852	794	1064
Embraer Legacy 450	2015 - 2020	\$11,332 - \$16,272	\$3,861	850	5.01	19.96	24	2.08	1.83	7	Collins ProLine Fusion, 4T, 15"	4626	5487	277	1075
Hawker 850XP	2006 - 2009	\$3,103 - \$3,805	\$4,219	796	1.42	15.60	21.3	1.83	1.75	8	ProLine 21, 4T, C&W	4676	5019	812	1086
Gulfstream G100	2001 - 2005	\$2,039 - \$2,677	\$3,416	850	1.81	8.61	17.1	1.45	1.71	7	ProLine 4	4723	5389	417	833
Citation Sovereign	2004 - 2013	\$5,672 - \$9,335	\$4,045	850	3.82	16.17	25.3	1.68	1.74	9	Honeywell Primus Epic, 4T, 10X8"	4852	5574	534	1026
Hawker 900XP	2008 - 2012	\$3,974 - \$5,589	\$3,856	796	1.42	15.60	21.3	1.83	1.75	8	ProLine 21, 4T, C&W, 10X8"	5061	5424	735	969
Gulfstream G150	2006 - 2017	\$3,302 - \$7,837	\$3,403	850	2.27	14.75	17.7	1.75	1.75	7	ProLine 21, 4T, C&W, 12X10"	5111	5797	386	863
Citation X	1996 - 2012	\$2,385 - \$7,633	\$5,438	972	2.32	15.23	23.75	1.68	1.74	8	Honeywell Primus 2000, 5T, 8X7"	5352	5787	655	874

Fuel Cost based on \$5.71 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.

Large Jet Model/Market Summary

QUICK REFERENCE GUIDE

Aircraft Models	Years Produced	Vref Price Range USD (000)	Total Variable Cost/Hour (USD)	Normal Cruise Speed (k/ph)	Total Baggage Volume (cbm)	Total Cabin Volume (cbm)	Cabin Length (m)	Cabin Width (m)	Cabin Height (m)	Typical Cabin Seats	Avionics	NBAA IFR Range- Seats Full (km)	NBAA IFR Range- Ferry No Pax (km)	Payload with Max Fuel (kg)	Avg Fuel Burn (ltrs/hr)
Embraer Legacy 500	2014 - 2020	\$11,276 - \$18,356	\$4,276	850	4.39	23.30	8.38	2.08	1.83	8	Collins Pro Line Fusion, 4T, 15"	5115	5865	738	1014
Citation Sovereign 680+	2013 - 2021	\$10,302 - \$15,447	\$3,870	822	3.82	16.57	7.70	1.68	1.74	9	Garmin G5000 (Intrinsic), 3T, 14"	5136	5858	510	1003
Falcon 2000	1995 - 2006	\$2,450 - \$6,502	\$5,930	850	3.79	29.11	9.51	2.35	1.89	10	Collins Pro Line 4, 4T	5262	5797	497	1049
Falcon 50	1980 - 1996	\$1,145 - \$2,901	\$5,651	798	3.26	16.11	7.16	1.86	1.77	9	Collins Pro Line 4, EFIS 85 & Up	5662	5926	581	1298
Challenger 300	2004 - 2015	\$7,271 - \$12,406	\$4,762	850	3.00	26.33	7.22	2.19	1.85	8	Pro Line 21, 4T, 12X10"	5676	6186	501	1083
Embraer Legacy 600	2006 - 2015	\$6,724 - \$14,318	\$5,502	828	8.10	46.89	15.18	2.11	1.83	13	Honeywell Primus Elite, 5T 8X7"	5724	6454	530	1325
Gulfstream G200	2000 - 2011	\$2,992 - \$6,232	\$4,908	850	4.25	24.61	7.47	2.19	1.91	8	Collins Pro Line 4, 5T, 7X7"	5797	6538	295	1014
Embraer Praetor 500*	2016 - Present	\$15,749 - \$19,795	\$3,921	841	5.38	19.96	7.31	2.08	1.82	7	Collins Pro Line Fusion, 4T, 15.1"	5757	6141	709	942
Falcon 50EX	1997 - 2008	\$3,224 - \$6,049	\$5,473	850	3.26	16.11	7.16	1.86	1.55	9	Collins Pro Line 4, 4T	5969	6275	966	1162
Citation X+	2014 - 2018	\$9,512 - \$13,941	\$5,491	959	2.32	16.79	7.68	1.68	1.74	8	Garmin 5000, 3T, 14"	5980	6260	683	1461
Challenger 350	2014 - 2022	\$13,854 - \$19,029	\$4,796	850	3.00	26.33	7.22	2.19	1.85	9	Collins Pro Line 21, 4T, 12x10"	6069	6336	865	1060
Challenger 3500*	2022-Present	\$20,240 - \$27,146	\$4,833	849	3	26.33	7.68	2.18	1.82	10	Collins Pro Line 21, 4T, 24" 4K	6069	6335	865	1059
Hawker 4000	2008 - 2012	\$3,520 - \$4,400	\$5,069	870	3.23	21.12	7.62	1.97	1.83	8	Honeywell Primus Epic, 5T, 8X10"	6080	5741	635	1173
Citation Longitude	2018 - 2022	\$17,735 - \$27,631	\$4,727	869	3.17	21.38	7.67	1.96	1.83	8	Garmin 5000, 3T, 14"	6232	6500	721	1075
Falcon 2000S	2013 - 2021	\$13,240 - \$21,356	\$4,886	839	3.71	29.11	9.51	2.35	1.89	8	Honeywell Primus Epic EASy, 4T	6243	6738	839	1060
Falcon 2000DX	2008 - 2009	\$9,705 - \$9,913	\$4,962	850	3.71	29.11	7.98	2.35	1.89	10	Honeywell Primus Epic EASy, 4T, 13X10"	6256	6371	1547	1067
Gulfstream G280	2012 - Present	\$12,067 - \$24,010	\$4,648	870	4.36	26.48	9.83	2.18	1.91	8 / 10	Gulfstream PlaneView 250, 3T,15"	6258	6893	399	1037
Falcon 900B	1987 - 1999	\$2,895 - \$5,646	\$5,458	863	3.60	35.96	10.12	2.33	1.88	12	Honeywell Primus Elite Series, 5T	6389	7556	572	1196
Falcon 900C	1999 - 2005	\$5,483 - \$8,253	\$5,458	863	3.60	35.96	10.12	2.33	1.88	12	Honeywell Primus 2000XP, 5T, 8X7"	6389	7556	572	1196
Gulfstream G300	2003 - 2004	\$3,363 - \$3,783	\$6,663	882	4.79	46.95	13.75	2.23	1.89	13	Honeywell SPZ-8400, 6T	6456	7075	907	1968
Embraer Legacy 650/E	2010 - 2020	\$11,332 - \$21,060	\$5,685	828	8.10	46.89	15.18	2.11	1.83	13	Honeywell Primus Elite, 5T, 8X7"	6780	7371	866	1469
Gulfstream G350	2005 - 2012	\$4,961 - \$9,096	\$6,597	882	4.79	46.95	13.75	2.23	1.89	14	Gulfstream Plane View, 4T, 13X10"	6815	7223	1131	1885
Embraer Praetor 600	2019 - Present	\$19,016 - \$23,295	\$4,431	843	4	23.30	8.38	2.08	1.82	8	Collins Pro Line Fusion, 4T, 15.1"	6935	7367	994	961
Challenger 604	1996 - 2007	\$3,653- \$6,889	\$4,990	850	3.26	32.45	8.66	2.49	1.85	10	Collins Pro Line 4, 6T, 7X7"	6956	7628	573	1317
Challenger 605	2007 - 2015	\$8,372 - \$13,498	\$4,751	850	3.26	32.45	8.66	2.49	1.85	10	Collins Pro Line 21, 4T, 12X10"	6956	7636	589	1317
Challenger 650	2015 - Present	\$14,418 - \$30,388	\$4,836	850	3.26	32.45	8.66	2.49	1.85	10	Collin Pro Line Advanced,4T, 12X10"	6956	7636	589	1200
Gulfstream GIV	1986 - 1992	\$2,031 - \$2,584	\$6,756	882	4.79	46.95	13.75	2.23	1.89	13	Honeywell SPZ-8000, 4T	7038	7778	553	1968
Falcon 2000LXS	2013 - 2022	\$17,131 - \$35,534	\$4,889	839	3.71	29.11	9.51	2.35	1.89	8	Honeywell Primus Epic EASy, 4T, 13X10"	7043	7688	835	1022
Falcon 2000EX	2003 - 2004	\$6,677 - \$7,108	\$4,914	850	3.71	29.11	9.51	2.35	1.89	10	Honeywell Primus 2000XP, 4T, 7X7"	7182	7491	1157	1037
Falcon 2000EX EASy	2004 - 2009	\$8,412 - \$11,746	\$4,914	850	3.71	29.11	7.98	2.35	1.89	10	Honeywell Primus Epic EASy, 4T, 13X10"	7182	7491	1157	1037
Gulfstream G400	2003 - 2004	\$5,353 - \$5,574	\$6,630	882	4.79	46.95	13.75	2.23	1.89	13	Honeywell SPZ-8400, 6T	7186	7715	916	1972

Fuel Cost based on \$5.71 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.

Large Jet Model/Market Summary

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Aircraft Models	Years Produced	Vref Price Range USD (000)	Total Variable Cost/Hour (USD)	Normal Cruise Speed (k/ph)	Total Baggage Volume (cbm)	Total Cabin Volume (cbm)	Cabin Length (m)	Cabin Width (m)	Cabin Height (m)	Typical Cabin Seats	Avionics	NBAA IFR Range- Seats Full (km)	NBAA IFR Range- Ferry No Pax (km)	Payload with Max Fuel (kg)	Avg Fuel Burn (ltrs/hr)
Gulfstream GIVSP	1992 - 2002	\$2,819 - \$5,138	\$6,758	882	4.79	46.95	13.75	2.23	1.89	13	Honeywell SPZ-8400, 6T	7186	7715	916	1968
Falcon 2000LX	2007 - 2014	\$10,075 - \$16,434	\$4,889	839	3.71	29.11	7.98	2.35	1.89	10	Honeywell Primus Epic EASy, 4T, 13X10"	7206	7751	835	1022
Gulfstream G450	2005 - 2017	\$8,022 - \$17,453	\$6,602	882	4.79	46.95	13.75	2.23	1.89	13	Gulfstream Plane View, 4T, 13X10"	7538	8195	1233	1885
Falcon 900DX	2005 - 2010	\$11,685 - \$15,824	\$5,348	850	3.60	35.96	10.12	2.35	1.89	12	Honeywell Primus Epic EASy, 4T, 13X10"	7593	7945	1030	1147
Gulfstream G400*	2023 - Present	\$33,810 - \$39,250	\$3,942	881	5	40.80	11.07	2.31	1.88	12	Gulfstream Symmetry, 7T	7778	TBD	825	1938
Falcon 900EX	1996 - 2003	\$7,681 - \$9,434	\$5,330	850	3.60	35.96	10.12	2.33	1.88	12	Honeywell Primus 2000XP, 5T, 8X7"	8334	8751	1270	1147
Falcon 900EX EASy	2003 - 2010	\$9,990 - \$16,504	\$5,238	850	3.60	35.96	10.12	2.35	1.89	12	Honeywell Primus Epic EASy, 4T, 13X10"	8334	8751	1588	1109
Falcon 900LX	2010 - 2022	\$18,091 - \$43,218	\$5,238	850	3.60	35.96	10.12	2.35	1.89	12	Honeywell Primus Epic EASy, 4T, 13X10"	8890	9260	701	1109
Global 5000	2005 - 2022	\$7,446 - \$38,697	\$7,769	904	5.52	53.49	12.47	2.41	1.91	13	Global Vision, 4T, 13X10"	9630	9908	1329	1847
Gulfstream G500 (P&W)*	2018 - Present	\$32,149 - \$46,953	\$6,566	924	13.03	48.56	14.50	2.41	1.92	13	Gulfstream Symmetry, 4T, 13x10"	9691	10088	1356	1325
Falcon 7X	2007 - 2023	\$15,243 - \$51,511	\$6,563	904	3.96	42.64	11.92	2.35	1.89	12	Honeywell Primus Epic EASy II, 4T, 15"	10123	10816	753	1420
Falcon 6X*	2021 - Present	\$45,944 - \$54,900	\$6,403	902	4.38	52.20	12.30	2.58	1.98	19	Honeywell Easy IV, 4T, 14.1"	10186	10621	1460	1586
Global 6000	2012 - Present	\$18,059 - \$61,054	\$7,815	904	5.52	56.69	13.20	2.41	1.91	13	Global Vision, 6T, 8X7"	10908	11260	1120	1870
Global 5500*	2020-Present	\$33,549 - \$46,942	\$7,458	902	5.52	45.87	12.34	2.41	1.88	16	Global Vision, 4T, 15"	10989	11304	1133	1820
Global Express	1999 - 2005	\$6,205 - \$8,419	\$7,954	904	5.52	56.69	14.74	2.49	1.91	13	Honeywell Primus 2000, 6T, 8X7"	11001	11343	813	1953
Global Express XRS	2005 - 2011	\$10,355 - \$15,805	\$7,939	904	5.52	56.69	14.74	2.49	1.91	13	Honeywell Primus 2000XP, 4T, 13X10"	11214	11530	1092	1942
Gulfstream GV	1996 - 2002	\$5,916 - \$8,068	\$7,382	904	6.40	51.31	15.27	2.23	1.89	13	Honeywell SPZ 8500, 4T, 13X10"	11575	12362	680	1836
Falcon 8X	2016 - Present	\$38,564 - \$64,386	\$6,522	904	3.96	48.00	13.02	2.35	1.89	12	Honeywell Primus Epic EASy III, 4T, 13X10"	11649	12279	998	1378
Gulfstream G600	2019 - Present	\$44,098 - \$54,662	\$6,885	924	6.51	53.35	15.89	2.41	1.92	13	Gulfstream Symmetry, 4T, 13x10"	11925	12408	1070	1753
Global 6500*	2019 - Present	\$28,585 - \$58,000	\$7,690	902	5.52	48.70	13.18	2.41	1.88	17	Global Vision, 4T, 15.1"	12154	12508	1272	1741
Gulfstream G550	2003 - 2020	\$12,061 - \$32,681	\$6,644	882	6.40	51.31	15.27	2.23	1.89	18	Gulfstream PlaneView, 4T, 14"	12192	12879	1043	1632
Gulfstream G650	2012 - 2022	\$29,527 - \$50,751	\$7,204	924	6.65	68.55	16.34	2.59	1.95	13	Gulfstream PlaneView II, 4T, 14"	12686	13266	966	1836
Gulfstream G650ER	2014 - Present	\$33,600 - \$59,925	\$7,241	904	5.52	68.55	16.34	2.59	1.95	13	Gulfstream PlaneView II, 4T, 14"	13140	14233	816	1836
Gulfstream G700*	2021 - Present	\$73,382 - \$78,400	\$7,705	923	5.52	73.71	17.35	2.49	1.91	13	Gulfstream Symmetry, 10T, 13.1	13639	14677	832	1866
Global 7500	2018 - 2020	\$51,758 - \$78,000	\$6,944	904	5.52	74.67	16.59	2.44	1.88	16	Bombardier Vision (Collins Pro Line Fusion), 4T, 24"	13842	14623	860	1741
Falcon 10X*	2024	\$84,000	\$4,216	954	5.60	78.70	16.40	2.77	2.03	19	NeXus Flight Deck, 8 Touch Enabled,	13890	TBD	2721	TBD
Gulfstream G800*	2023 - Present	\$79,750 - \$75,500	\$8,000	1202	5.52	60.54	14.27	2.49	1.91	19	Gulfstream Symmetry, 10T Displays	14816	TBD	1042	1748
Global 8000*	2019, 2023 - Present	\$69,000 - \$81,000	\$8,374	900	5.52	61.31	16.59	2.44	1.88	17	Global Vision, 4T,	14816	TBD	1043	1839

Fuel Cost based on \$5.71 per Gallon. Maintenance Cost based on routine maintenance, major inspections not included. Conklin de Decker Associates, Inc.